

# COAST GUARD BULLETIN



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Number 2

## COAST GUARD CELEBRATING 155TH ANNIVERSARY OF ITS FOUNDING

The fourth day of August of this year marks the one hundred and fifty-fifth anniversary of the establishment of the Treasury Department's law-enforcement agency which in early days was known as the Revenue Marine, later as the Revenue Cutter Service, and still later as the United States Coast Guard. The activities of the Coast Guard during the present war, resulting in its strength being increased far beyond that of any other period of time, have temporarily overshadowed the more normal peacetime functions of the service. Despite this great increase in size and the fact that coast guardsmen are serving in theaters of war which encircle the globe, the original purpose of the service has not been changed, for in earliest times the Revenue Marine was looked upon as an adjunct of the Navy.

As the prospects of the return of peace improve, the Coast Guard is devoting more and more thought to the enlarged peacetime duties with which it will be faced. New ramifications of maritime law enforcement work are in prospect, as the result of an expanded merchant marine and expected changes in the basic rules for safety at sea; and the Coast Guard's life saving function has been markedly increased by the advent of air-sea rescue techniques.

The system of aids to navigation is likely to be greatly modified in coming years because of wartime developments in the field of electronics and the possibilities of making marine aids to navigation of greater use to seaplane and other air traffic. The fleet of vessels with which the Coast Guard carries out its operation may also undergo impor-

tant changes, as a result of the experience gained with special war-built types.

The fighting force, capable of quick transition from a peacetime law-enforcement organization to a most valuable naval adjunct, sprang from a handful of small cutters, hardly larger than modern surfboats, which were built in 1790.

*(Continued on page 35)*

## AUXILIARY CONFERENCE TO BE HELD AT NANTUCKET ISLAND, MASS., IN AUGUST

A conference of officers of the Coast Guard Auxiliary, and of district officers directly concerned with the administration of the Auxiliary, is to be held at Nantucket, Mass., on 9, 10, and 11 August. Reason for the conference is the promulgation of the new Auxiliary regulations and the issuance of a tentative series of instructions implementing the regulations. The expansion of the Auxiliary by the inclusion of owners of privately owned planes, and amateur radio operators, makes a discussion of present problems highly desirable.

The conference is being sponsored by the DCGO, First Naval District, and by Capt. Chester H. Jones, national director of the Auxiliary. The agenda for the meetings include the following matters:

*The set-up of the Auxiliary as outlined in the copies of the USCG Auxiliary instructions.* The departmentalization effected thereby. Military ranks and titles or the nonmilitary ones used in the old Auxiliary. Election of officers or selections of them.

*Discussion of Coast Guard policies.*—Policy toward Auxiliary corporations, foundations, etc. Policy toward finan-

<sup>1</sup> Published with the approval of the Director of the Budget.

cial aid. Policy toward the assigning of Coast Guard boats to specific localities to be manned by members.

*Disenrollment proceedings.*—Is the present procedure as outlined in the tentative Instructions satisfactory?

*Re-enrollment procedure.*—Auxiliary General Circular No. 11-45 and section 3-2-2 (A) give the procedure as it is at present.

*Auxiliary National Board.*—Is it needed? What duties would be assigned? How would it be composed?

*A new name for the Auxiliary.*—Everyone agrees that it should not be called Auxiliary—but so far no one has suggested a better one. Bring your district's suggestions along.

You will be asked for definite figures as to the number of Auxiliary uniforms and the number of sets of insignia your district will require for the 6-month period ending December 31, 1945, and also for the 6-month period ending June 30, 1946.

The showing of the letters "CGA" on vessels of the Auxiliary. One district questioned the advisability of permitting members to paint these letters on the hulls of their boats in connection with the identification numbers assigned the boat (as distinguished from any CGR number that may have been assigned a boat accepted for "Emergency use.")

Discussion of the gasoline problem and how to alleviate the situation. The policy that should be followed in "certifying" Auxiliary boats for emergency duty.

The problem of the temporary Reservists who want to maintain their affiliation with the Coast Guard but who are not interested in yachting or boating.

Auxiliary service record card. Should one be kept? By whom? What information should it contain?

#### **APPOINTMENTS OF PLANNING AND CONTROL OFFICERS FOR EACH DISTRICT BEING MADE**

Following the reorganization of Coast Guard headquarters and the establishment of a planning and control staff as a part of the machinery to assist the commandant in the administration of the service, decision was reached to attach a planning and control officer to the staff of each of the district Coast Guard officers. These planning and control officers will be key men on the district administrative staffs, and to insure the selection of the most useful individuals, the plan requires that nominees be acceptable to both the district Coast Guard officers under which they

will serve and headquarters. The functions of the newly designated officers will be as follows:

Analyze organizational problems both in the district office and at field units in the district.

Maintain the Shore Establishment Plan including the analysis of recommendations for changes in the grouping of units and in the command relationships of such units.

Review administrative procedures and practices in the district with a view to effecting their improvement.

Assist in the effectuation of organizational or procedural instructions emanating from headquarters or issued by the DCGO.

Develop estimates of personnel requirements and justifications therefor that are required to be submitted to headquarters, and make such analyses as are necessary to insure the proper utilization of personnel.

Review correspondence and documents submitted to the District Coast Guard officer or Assistant District Coast Guard officer for signature or approval and control the issuance of all directives from the district office.

Control all forms used within the district so as to eliminate unnecessary forms and facilitate headquarters programs for the standardization of all forms used by the service.

Control the allocation of space in the district office to assure its most effective use and assist in planning office layouts both in the district office and at field units.

Maintain a system of administrative reports for keeping the District Coast Guard officer and Assistant District Coast Guard officer informed as to the status of activities in the district.

Keep informed as to proposals for the establishment, discontinuance, or modification of Coast Guard facilities with a view to checking such proposals as to conformity with approved programs and plans.

Work closely with the finance and supply officer in developing budgetary estimates and justifications and in planning the allotment of funds.

#### **SPARS ELIGIBLE FOR LEAVE OR SEPARATION UNDER NEW JOINT ARMY-NAVY PLAN**

In accordance with the Joint Army-Navy Agreement, the Coast Guard, along with the other services, has adopted liberal policies regarding concurrent leaves for members of its Women's Reserve married to servicemen

who are returning from overseas duty. Provision has also been made that women married to disabled servicemen may be released from the service and that women married to men separated from the service for reasons other than physical disability may apply for discharge after 1 year of active service. The intent of these policies is to alleviate difficult family situations for servicemen returning from overseas duty.

It becomes the duty of the administrative officers of the Coast Guard to so administer these policies within the service that the purposes are achieved without creating undue hardships for others or seriously affecting the work of the various units. SPARS throughout the service are being urged to so plan their personal affairs that normal leave is saved for use upon the return of husbands in order that additional leave may be kept to a minimum. This can be done by saving leave when it becomes known that husbands are returning to this country.

While the application of the new separation policies will result in a temporary reduction in the over-all strength of the Women's Reserve of the Coast Guard, this was not the purpose for which the policies were adopted. They were adopted because it was believed that the principle of permitting discharged servicemen to re-establish their homes was important enough to justify the loss of efficiency necessarily sustained by its application. Personnel lost to the Coast Guard under these policies must be replaced by new recruits.

Married SPARS constitute approximately one-fifth of the Women's Reserve, the number married to men on military duty being somewhat less than this. The following quotations are from a personnel bulletin just being issued:

#### JOINT ARMY-NAVY AGREEMENT

"It is the policy of the War and Navy Departments to provide for the separation of women, commissioned or enlisted, in the armed forces, whose husbands are disabled veterans of the armed forces and the Merchant Marine. Commissioned or enlisted women whose husbands have been separated from the armed forces for reasons other than disability, may apply for discharge. Action on such applications will be based on the discharge policies of the several services.

"Any woman, commissioned or enlisted in the armed forces, who is stationed within the continental limits of the United States, upon her request,

will be granted concurrent leave or furlough, when her husband, a member of the armed forces, is returned from overseas for temporary duty, rest and recuperation, or reassignment. Such leave or furlough will not exceed 45 days. Applications for extension will be given consideration in cases of prisoners of war and survivors."

#### OFFICERS—TRANSFERS

An officer (WR) married to a serviceman who has returned from overseas duty may, without prejudice to her standing as an officer, apply for transfer to the district in which her husband is permanently assigned.

An officer (WR) married to a serviceman who has been separated from the service may, without prejudice to her standing as an officer, request transfer to the district of her husband's residence.

#### OFFICERS—SEPARATION

An officer (WR) married to a serviceman or to a member of the Merchant Marine will, upon her request, be separated from the Coast Guard or placed on inactive duty, when her husband is separated from the service on the grounds of physical disability or is no longer physically qualified for duty in the Merchant Marine.

An officer (WR) married to a serviceman who has been separated from the service for reasons other than physical disability may, without prejudice to her standing as an officer, request separation from the service or release to inactive duty if she has completed at least 1 year of active duty. Action upon the officer's request will be dependent upon the current needs of the service.

#### OFFICER—LEAVE

An officer (WR) on duty in the continental United States married to a serviceman returned from overseas will, upon her request, be granted leave concurrent with her husband's leave. The concurrent leave may not exceed 45 days within the current fiscal year. While authority to grant leave in excess of 30 days within the fiscal year and leave in excess of the total leave account are functions of the Commandant, authority to grant concurrent leave as described in this bulletin which may fall within these categories is hereby delegated to the District Coast Guard officers and commanding officers of independent units. Leave granted in excess of the earned leave account will be on half pay without allowances (CG Regs. 1937).

An officer (WR) married to a serviceman returned to this country for hos-

pitalization will, upon her request, be granted leave for the purpose of visiting her husband.

#### ENLISTED PERSONNEL—TRANSFERS

Enlisted personnel (WR) within the continental limits of the United States married to servicemen who have returned from overseas duty may apply for transfer to the district in which the husband is permanently assigned.

#### ENLISTED PERSONNEL—DISCHARGES

An enlisted member of the Women's Reserve will be discharged upon her written request, if her husband has been separated from the armed forces by reason of physical disability or is a former member of the Merchant Marine who has served during World War II and is no longer physically qualified for such service.

An enlisted member of the Women's Reserve married to a member of the armed forces (Army, Navy, Marine Corps, and Coast Guard) who has been discharged, separated from the service, or placed on inactive duty for reasons other than disability, will be discharged upon her written request after she has served at least 1 year of active duty.

#### ENLISTED PERSONNEL—LEAVE

Enlisted personnel (WR) who are stationed within the continental limits of the United States will, upon request, be granted concurrent leave by the commanding officer when the husband, a member of the armed forces, is returned from overseas for temporary duty, rest and recuperation, or for reassignment.

Such concurrent leave will not exceed 45 days, excluding travel time. Travel time will be granted regardless of whether it has been granted previously during the enlistment year.

### VICTORY IN EUROPE FOLLOWED BY NANTUCKET LIGHTSHIP'S RETURN TO STATION

The Nantucket Shoals Lightship Station, lying off the southern part of Cape Cod, is again marked by a lightship, a relief ship having been reestablished there on 30 June. The Nantucket Lightship Station, in peacetime, is looked upon as the most important lightship station in the world, marking the approach to land for all the traffic from the ports of northern Europe to the port of New York. The station has been marked only by a buoy since January 1942.

The Nantucket Shoals were first marked in 1854, when a lightship later known as *No. 11* was established at a

point about 19 miles from Nantucket Island, near Davis South Shoal. Difficulty was experienced in keeping a ship in such an exposed station, and the lightship was frequently forced off during bad storms. The lightship broke adrift in 1855, and stranded near Montauk Point, Long Island. It was gotten off and repaired but did not return to Nantucket, being replaced by a new vessel known as *Lightship No. 1*. The number of this ship, however, did not mean that it was the first United States lightship, for many vessels had been built before the practice of assigning numbers was adopted. *No. 1* was built at the navy yard at Kittery, Maine, and was placed on the Nantucket station in January 1856 where it remained for 36 years. It had no other propelling power than sails.

*Lightship No. 54*, built in 1892, which later for many years occupied the Boston Lightship Station, was placed on the Nantucket Shoals in that year, where it remained until 1894. This was steam powered, but was a small vessel for an outside station by present day standards, being only 118 feet in length and of 375 tons displacement.

Following the withdrawal of *No. 54*, *Lightship 58*, also a newly built vessel, was made the regular station ship, taking up station in September 1894. A year later, *Lightship No. 66*, built in 1895, a screw steamer, became the regular station ship in July. In 1905, while relieving *No. 66* on the Nantucket Station, *Lightship No. 58* sprang a leak during a severe gale on 10 December, and while being towed toward New Bedford, sank in deep water. Incidentally, a radio message summoning assistance, which was sent out from the lightship, was one of the first radio distress signals ever sent out by a vessel.

*Lightship No. 85*, built in 1907, was placed on the station in 1908. This was a vessel of 683 tons displacement. With her sharp, forward-jutting bow, cage-work daymarks at each masthead and the station name and ship number painted on both sides, this vessel had a striking appearance, and was remembered by thousands of travellers and immigrants as their first sight of America.

*Lightship No. 106*, built at Bath, Maine, in 1923, a steel steamer, went on station in August of that year, and allowed the then 16-year old *No. 85* to be detailed to a less-exposed station.

*Lightship No. 117* was built in Charleston, S. C., in 1930, and was a Diesel-electric propelled vessel, having four sets of Diesel-driven generators

providing current for the main propelling motor and the various auxiliary apparatus. It was assigned as the regular Nantucket station ship, and first went on station on 4 May 1931. The lightship was collided with by the steamship *Olympic* on the morning of 15 May 1934, in dense fog, and sank on station with the loss of seven members of the crew. The station has always been a dangerous one, as west-bound ships seek to make the lightship, to verify their position with regard to the extensive shoals lying to the northward. No. 106 became the regular station ship again until the completion of No. 112, a new vessel designed specially for this station.

No. 112, built in 1936, and placed on station in September of that year, was an outstanding vessel specially designed to withstand collision damage. It had an elaborate system of tanks forming a double bottom and also extending up the sides to the main deck. Escape hatches and interior passageways also guarded against men being trapped below decks.

The ship occupying the Nantucket station is equipped with a powerful masthead light, a sound in air fog signal, and a radiobeacon of adequate range. It also has a short-range warning radiobeacon to prevent collisions.

This lightship station has been moved several times, always southerly or southeasterly, and farther off the shoals. It is now more than twice the original distance from Nantucket Island.

#### REVISED REGULATIONS AND INSTRUCTIONS FOR THE AUXILIARY BEING ISSUED

New regulations covering the activities of the Coast Guard Auxiliary were recently issued and are now being amplified by the promulgation of "instructions" covering the many operating details. Chief feature of the new regulations is the provision for two new groups within the auxiliary framework, one for aviators and the other for amateur radio operators. These new groups, along with the boat-owning auxiliaryists will be organized into a much expanded peacetime organization.

In preparing the new regulations, it was possible to frame them in such a manner that authority for the control of details was placed in the hands of the Commandant. It is expected that this will obviate the need for revising the regulations for several years, a procedure which formerly required the approval of the Secretary of the Navy or the Secretary of the Treasury. The

more readily modified instructions which will supplement the regulations will cover most details.

Under the new auxiliary regulations, this volunteer organization is expanded by adding two new groups of personnel. The membership will then consist of yachtsmen owning small boats, aviators possessing planes, and amateur radio operators having radio-communications equipment. Both men and women will be eligible to membership. Local units will be known respectively as flotillas (boatmen), squadrons (aviators), and groups (radio operators). Within each naval district these basic units will be organized into divisions, and full coordination will be achieved at district level. Locally, the three types of units will have separate identity, although the members may be known to each other, and certain individuals may belong to more than one group.

With the publication of the new instructions, now in preparation, it is expected that recruiting of aviators and radio operators will go forward immediately, in order that these units may quickly be built up to a strength approximating that of the boat owning flotillas. These new organizations are expected to strengthen the Coast Guard's position in air-sea rescue work, flood-relief operations, and similar activities.

Male members of the auxiliary are to wear the Coast Guard shore establishment uniform, khaki in summer and blue in winter. The cap devices, lapel buttons, and collar insignia of the auxiliary will be used with these. Rating badges will consist of the regulation badge for "Specialist S," below which will be affixed various devices such as crossed anchors, a propeller, or sparks, to indicate the enrollee's specialty. Miniature "hash marks" have been prescribed, and will be authorized one for each 3 years of membership.

Women members of the auxiliary—and women may join any of the three branches—will wear the regulation SPAR uniform with insignia similar to those prescribed for the men.

#### BOSTON LIGHT, AMERICA'S OLDEST LIGHTHOUSE IS AGAIN LIGHTED

The light in the tall masonry tower on Little Brewster Island, at the entrance to Boston Harbor, known as Boston Light, was relighted on 6 July, there no longer being any military necessity for the tower to remain dark.



With a five-line announcement to this effect in the weekly Notice to Mariners, the old lighthouse resumed its useful function after the sixth major war through which it has passed. Originally built in 1716, by the British Colony of the Massachusetts Bay, the lighthouse will begin its two hundred and thirtieth year on 14 September, for it was first lighted on 14 September 1716.

#### THE REVOLUTIONARY WAR

Wars have had considerable effect upon Boston Light, though it is now many years since the tower has suffered actual damage. During the American Revolution, when the British occupied Boston, the lighthouse was visited by a party of colonists, on 20 July 1775. These men took the lamps and burned the wooden parts of the tower, in order that the light would no longer serve as an aid to navigation to British vessels. The channel into the harbor of Boston being a difficult one to navigate, the English undertook the repair of the lighthouse immediately, but on 31 July of the same year, an American expedition again landed on the island, overcame the guard, destroyed the works in progress, and departed with prisoners.

The British seem later to have restored the tower and maintained the light, but when their fleet sailed from Boston in June 1776, they left a train of gunpowder which blew up the tower about an hour later. For a period of 7 years thereafter there was no light maintained at the harbor entrance. The lighthouse seems to have been rebuilt and restored to service in 1783.

#### THE WAR OF 1812

The War of 1812 was the second occasion upon which the light at the entrance to Boston Harbor was extinguished for military reasons. Evidence indicates that, for a time, the light was not shown, as it might have been of aid to British vessels seeking to enter the harbor.

#### THE CIVIL WAR

So far as can be learned from existing records, the Civil War had no immediate effect upon the Boston Light. The Confederate raiders sank many Union vessels trading in and out of Boston, but their cruises did not take them close enough to the important New England port to warrant the extinguishment of the light. The chief effect which this war had upon the lighthouse was in the destruction of the northern whaling fleet from which was acquired the whale oil then used in practically all

American lighthouses. This shortage of whale oil and the consequent great rise in its price resulted in the introduction of colza and lard oil for lighthouse purposes.

#### THE SPANISH-AMERICAN WAR

The Spanish-American War was another occasion when no military activity seemed to threaten and dictate the extinguishment of Boston Light, and the days of 1898 passed quietly on Little Brewster Island.

#### WORLD WAR I

World War I also passed without the need for the extinguishment of the Boston Light, although for the entire time the lighthouse looked down upon a steady stream of commercial vessels laden with supplies for the fighting fronts, upon many of the troop ships carrying the American Expeditionary Force to Europe, and upon the many ships of the American, British, and French Navies which entered the port of Boston.

#### WORLD WAR II

The present war, with a submarine campaign far exceeding in intensity that of 1914-18, created a situation requiring the extinguishment of all lights which might prove of material assistance to the enemy. As a part of the carefully prepared program for the extinguishment or reduction in candlepower of many seacoast lights, Boston Light was darkened on 8 September 1942, and has therefore been out of service for nearly 3 years.

#### OFFICER TRAINING CONDUCTED ON QUOTA BASIS

Training of Coast Guard officers, which is carried on under a quota system, at the present time is being conducted at seven facilities of the Navy, the Army, and the Coast Guard itself. These facilities and the length of the course at each, are shown in the attached table. Coast Guard officers may apply for any of these courses.

In addition to the schools listed below, all naval training schools and miscellaneous training facilities and activities, are open to Coast Guard personnel. These have been listed in the Bureau of Naval Personnel Training Bulletin of 15 May 1945. Applications from Coast Guard officers for assignment to any of these schools where quotas have not been established, will be considered by headquarters, in accordance with the needs of the service for officers with the special training requested.

## TRAINING SCHOOLS FOR OFFICER PERSONNEL

<i>Type of training</i>	<i>Length of Course (weeks)</i>
Flight Instrument Training, CAA, Standardization Center, Houston, Tex....	6
<i>Qualifications.</i> —No special qualifications other than officers should be aviators.	
Naval Training Center (Communications), Cambridge, Mass.....	12
<i>Qualifications.</i> —No minimum or maximum age limit; qualified for sea duty; no special educational or professional background; previous experience should indicate officer is intelligent, industrious, accurate, and resourceful.	
Damage Control and Fire Fighting, CG, Training Station, Fort McHenry, Baltimore, Md.....	3
<i>Qualifications.</i> —Any commissioned officer qualified for sea duty is eligible.	
U. S. Naval Training School (Oil Burning), Navy Yard, Philadelphia, Pa....	2
Naval Engineering Course, General Motors Institute, Flint, Mich.....	6
Officers' Diesel School, Fairbanks Morse & Co., Beloit, Wisc.....	5
<i>Qualifications for all diesel engineering.</i> —Age unimportant; engineering degree preferably mechanical highly desirable; as a minimum candidate should have at least one year college physics and some training in electricity; need not be proficient in mathematics other than in general arithmetic; work experience should indicate technical mechanical background in occupational fields requiring familiarity with machinery and machinery parts.	
U. S. Naval Training School (CIC), Hollywood Beach, Fla.....	8
<i>Qualifications.</i> —Age 22 to 33 preferred; younger men accepted if especially well qualified; qualified for sea duty; college record of "B" or better at an accredited college; technical engineering background not required; experience helpful which has developed ability to make decisions quickly such as train dispatcher or trial lawyer; ability to speak fluently so that orders may be clearly stated and easily understood; ability in piloting as indicated in navigation courses.	
Advanced Officers' Training School, CG Academy, New London, Conn....	varies
<i>Qualifications.</i> —No special qualifications; any commissioned officer Regular or Reserve is eligible.	
Pre-Loran Radar Course, CG Academy, New London, Conn.....	20
<i>Qualifications.</i> —Regular or Reserve officers; since this course is technical in nature and not strictly operational in scope, it is desirable that applicants possess bachelor of science degree with major in electrical engineering or physics. Minimum requirements are college physics through electricity and first-year college mathematics.	
Naval Training School (Matériel Preservation), Navy Yard, Philadelphia, Pa.....	2
<i>Qualifications.</i> —No special qualifications; officers and enlisted personnel whose duties have to do with the decommissioning and preservation of hulls, machinery, and ordnance of Coast Guard vessels.	

### TALK BEFORE MARITIME UNION EMPHASIZES POST WAR SAFETY AT SEA

Speaking before a meeting of the National Maritime Union of America, in New York, on 3 July, Admiral Waesche, Commandant of the Coast Guard, emphasized the importance of a revised policy for securing safety at sea in the postwar period. He referred to the work the Coast Guard is now doing in preparation for the International Conference on Safety of Life at Sea which will be held when the war is over. He particularly commented upon the desirability of the maritime union considering and commenting upon the tentative proposals. Parts of this speech follow:

Today, I should like to remind you of a little postwar planning that we are doing in the Coast Guard. I am inclined to the belief, that, not only is there much truth in the adage "In time of peace prepare for war," but that the converse also has merit, that is, in time of war prepare for peace. The Coast Guard, as you know, was last year designated by the Navy Department and the State Department as the agency to prepare the groundwork for a new International Conference on Safety of Life at Sea.

Sixteen years have elapsed since the last International Safety Conference, and considerable progress has been made in scientific fields affecting safety. Much of this progress has been stimulated by the war; and, although we are all aware that many safety problems that arise under war conditions are different from those that arise in time of peace, still there have been wartime developments that may prove of the greatest importance in peacetime. If we are to make sure that progress will not be lost through economic pressure, it seems wise that we now take the necessary measures to secure a multilateral treaty under which the merchant fleets of the world may take advantage of what the war has taught us about safety without thereby losing competitive advantage.

We have gone to work on this assignment of preparing for an International Safety Conference. A framework of committees has been set up. There is one over-all general committee which exercises general supervision. It does not, however, do the actual spade work. That is the job of the 14 working technical committees. These technical committees have been divided into three groups (1) construction, (2) lifesaving procedures, and (3) rescue procedures. For each group, there is a group commit-

tee which coordinates the activities of the technical committees.

When these committees were being organized, the matter of labor representation was carefully considered. There are a considerable number of seamen's unions and organizations that have an interest in the problems of the Safety Conference, and it would have been difficult to keep the technical committees to workable size had a representative of each organization been placed on each committee. On the other hand, it would, possibly, have given rise to accusations of discrimination had some unions been given representation on particular committees and other unions on other committees. It was decided to solve this problem by having an officer of the Department of Labor act as a liaison between the committees and the seamen's organizations. Assistant Secretary of Labor Tracy was designated as the officer in the Labor Department for handling this matter, and he has representatives on various of the working committees.

Last fall I wrote to your President, Mr. Curran, had told him that it was the Coast Guard's wish that the various labor groups have an opportunity to consider and comment on any tentative proposals or reports that might be made as work on the preparation for the International Conference progressed. I now anticipate that within a few weeks the Technical Committee on Lifesaving Equipment will have a proposed preliminary report ready. Accordingly, I have made arrangements with Assistant Secretary Tracy to send a copy of that proposed report to your union, as well as to other seamen's organizations. I hope that you will consider it carefully, and give us the benefit of your practical experience in the matter.

In connection with the work on the International Conference, the Coast Guard has recently made a study of casualties involving American vessels in peacetime, for the International Convention, as you know, is intended for peacetime. We took as a test period the years 1929 through 1939, that is, 11 years. During that time, 52 American vessels were involved in casualties in which it was necessary to abandon ship. Thirty-one of these cases, or over 60 percent thereof, involved strandings or groundings. In some of these cases, the vessel was grounded after some other initial casualty, but in about 50 percent of the cases the cause of the casualty was a grounding or stranding. I believe that the evidence adduced from this 11-year test period is a fair indica-



tion of the norm to be expected in the postwar period. And if that be true, the study has revealed some very significant factors which both you and the Coast Guard should keep in mind in thinking about safety at sea problems. Thus, the record would seem to indicate that it is highly desirable from the safety viewpoint to emphasize Radar beacons, Loran stations, and other aids to navigation. It also indicates the necessity for facilities for rendering assistance from shore. In all 31 cases (save that of the *Iowa*, which stranded in the Columbia River with the loss of all hands) rescue was immediate for all practical purposes.

The other 21 cases included 4 cases where the casualty was due to fire, 5 due to explosion, 8 due to collision, and 4 due to foundering. In 5 cases there was extensive loss of life. It is interesting to note that contrary to the experience in wartime, in no case were crew members or passengers in lifeboats for any great length of time. Coast Guard records fail to reveal any case in which a lifeboat was at sea, during this 11-year period, for more than 24 hours. This indicates that, in peacetime, rescue vessels, either Coast Guard cutters or merchant ships, usually arrive at the scene of the casualty in a relatively short time. It is my belief that this situation will be improved in the postwar era because of at least two factors. First, there have been developed greatly improved air-sea rescue techniques and procedures. Second, the use of radar will greatly facilitate the quick location of lifeboats, while the portable lifeboat radio now required by the Coast Guard will permit the immediate sending of long-range signals after a ship is abandoned.

It seems to me that the study, therefore, points very definitely to the proposition that true safety of life at sea is a much broader problem than lifesaving equipment. It involves watertight integrity of ships, problems of construction, and problems in fireproofing and fire fighting, as well as in careful handling of inflammable and other dangerous cargo. In the long run, there is cer-

tainly much truth in the saying that the best lifeboat is the ship itself. Do not misunderstand me; no one realizes the importance of adequate lifesaving equipment more than I, but I do believe that we shall acquire greater over-all safety if we view the problem as a whole. I also believe that in the task of providing proper lifesaving equipment we must keep in mind the needs that experience shows to be most pressing.

### THE FIRST LIFEBOAT

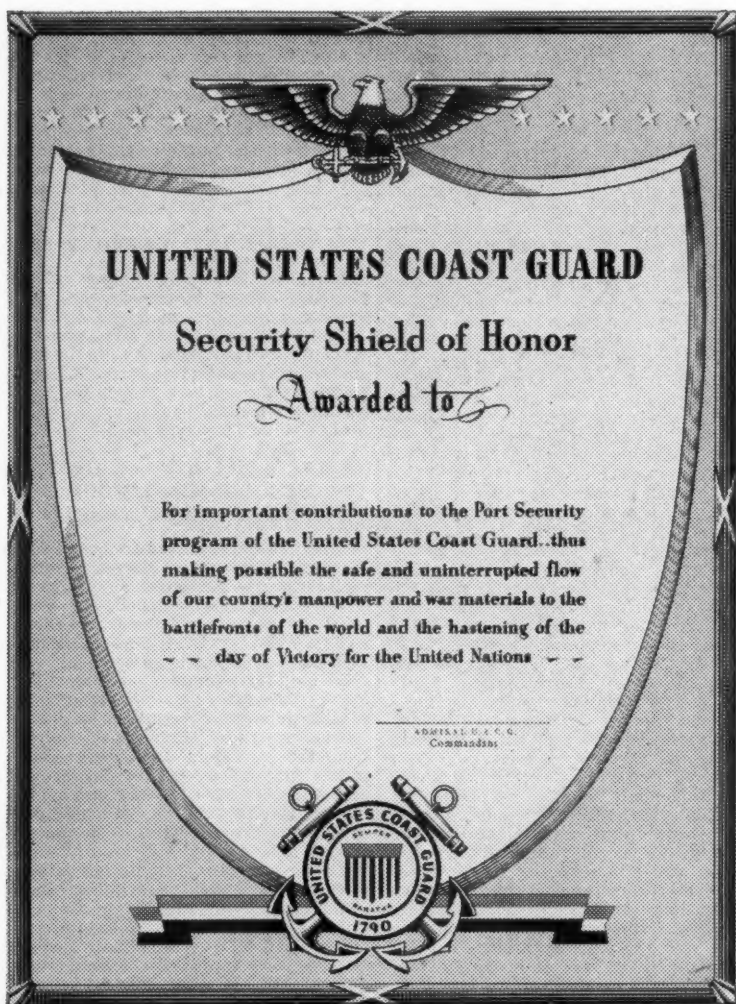
The first lifeboat ever used in the United States was one employed at a lifesaving station established in Cohasset, Mass., in 1807 by the Massachusetts Humane Society. At that time the Federal Government had no shore establishments for the conduct of such work, although the revenue cutters made cruises for the relief of vessels in distress.

### SPECIAL TRAINING PROVIDED FOR AIR-SEA RESCUE PHARMACIST'S MATES

With the Coast Guard taking greater part in air-sea rescue, its pharmacist's mates who are to be attached to this type of duty are receiving specialized training at the Naval Air Station, San Diego, Calif., or the Naval Air Training Bases, Pensacola, Fla., after which they will serve as assistants to flight surgeons at Coast Guard stations or advanced bases.

Further medical training has proved necessary, since problems in flying wounded men from ships and rescue points vary widely from usual medical and surgery cases. Wounds aggravated by high altitudes and the effects of cold at those altitudes call for specialized treatment.

The study course emphasizes proper use of oxygen, with "hops" in pressure chambers supplemented by actual high-altitude flights. Newest ditching procedures and survival techniques also are taught. Graduates of the course are qualified to assist in special aviation physical examinations given all airmen.



### THE COAST GUARD'S SECURITY SHIELD OF HONOR

#### SECURITY SHIELDS OF HONOR AWARDED TO MANY BY COAST GUARD

The conclusion of the war with Germany and the reduction of certain port-security activities along the Atlantic and Gulf coasts has been the occasion for the awarding of the Coast Guard's Security Shield of Honor to a number

of organizations and individuals. The awards listed below are in addition to those mentioned in the February 1945 issue of the Coast Guard Bulletin.

The Security Shield of Honor was established as a means of recognizing outstanding aid to the Coast Guard in its duties of protecting the ports of the country from sabotage, fire, or other interruptions to their function of supply-

ing manpower and war materials to the battlefronts of the world. The many awards which the Commandant has made have been for activities well over and above those which would have sufficed for the ordinary discharge of the duties imposed by law and wartime regulation.

#### SECURITY SHIELD OF HONOR AWARDS

##### First Naval District:

###### Temporary Reserve units:

Flotilla 416—Lynn, Mass.  
 Flotilla 407—Cambridge, Mass.  
 Flotilla 411—Winthrop, Mass.  
 Flotilla 412—Winthrop, Mass.  
 Flotilla 502—South Boston, Mass.  
 Flotilla 503—Quincy, Mass.  
 Flotilla 504—Savin Hill, Mass.  
 Flotilla 505—Dorchester, Mass.  
 Flotilla 511—South Boston, Mass.  
 Flotilla 512—South Boston, Mass.  
 Flotilla 513—Boston, Mass.  
 Flotilla 514—Boston, Mass.  
 Flotilla 515—Boston, Mass.  
 Flotilla 516—Boston, Mass.  
 Flotilla 518—Newton, Mass.  
 Flotilla 520—Boston, Mass.  
 Flotilla 521—Boston, Mass.  
 Flotilla 522—Boston, Mass.  
 Flotilla 602—Falmouth, Mass.  
 Flotilla 606—Marion, Mass.  
 Flotilla 619—Sandwich, Mass.  
 Flotilla 603—Onset, Mass.  
 Flotilla 608—Wareham, Mass.  
 Flotilla 613—Chatham, Mass.  
 Flotilla 201—Portland, Maine.  
 Flotilla 302—Burlington, Vt.

##### Third Naval District:

###### Temporary Reserve units:

Flotilla 101—Kingston, N. Y.  
 Flotilla 103—Catskill, N. Y.  
 Flotilla 104—Albany, N. Y.  
 Flotilla 105—Troy, N. Y.  
 Flotilla 106—Schenectady, N. Y.  
 Flotilla 114—Glen Falls, N. Y.

Bureau of Explosives, Association of American Railroads.

Board of Underwriters of New York.

International Longshoremen's Association.

New York Shipping Association.

##### Fourth Naval District:

Col. Alexander B. MacNabb—U. S. Army (Port Commander of Philadelphia).

Land Title Building Corp. (Cargo Port of Embarkation).

##### Fifth Naval District:

Col. George K. Engelhart—U. S. Army.  
 Hampton Roads Auxiliary—Temporary Reserve.

##### Sixth Naval District:

###### Temporary Reserve units:

Flotilla 1—Wilmington, N. C.  
 Flotilla 2—Wrightsville, N. C.

##### Sixth Naval District—Continued.

###### Temporary Reserve Units—Con.

Flotilla 1—Georgetown, S. C.  
 Flotilla 2—Charleston, S. C.  
 Flotilla 3—Myrtle Beach, S. C.  
 Flotilla 1—Savannah, Ga.  
 Flotilla 2—Thunderbolt, Ga.  
 Flotilla 3—Savannah, Ga.  
 Flotilla 4—Brunswick, Ga.  
 Flotilla 1—Fernandina, Fla.  
 Flotilla 2—Jacksonville, Fla.  
 Flotilla 3—Jacksonville, Fla.  
 Flotilla 4—Mayport, Fla.  
 Flotilla 5—Jacksonville, Fla.  
 Flotilla 6—Jacksonville, Fla.  
 Flotilla 7—Jacksonville, Fla.

The Charleston Battalion—Volunteer Port Security Force.

The Savannah Battalion—Volunteer Port Security Force.

Charleston Shipbuilding & Dry Dock Co.

Fire Department, City of Charleston, S. C.

Strachan Shipping Co. and South Atlantic Steamship Line.

Central of Georgia Railroad Co.

Jacksonville Division of Ford Motor Co.

Jacksonville Volunteer Port Security Force.

All Departments of Municipal Government of City of Jacksonville.

Brig. Gen. James T. Duke—Charleston Port of Embarkation.

##### Seventh Naval District:

###### Temporary Reserve units:

Flotilla 2—Palatka, Fla.  
 Flotilla 3—Daytona Beach, Fla.  
 Flotilla 4—Melbourne, Fla.  
 Flotilla 5—Cocoa, Fla.  
 Flotilla 7—DeLand, Fla.  
 Flotilla 12—Titusville, Fla.  
 Flotilla 14—St. Augustine, Fla.  
 Flotilla 1—Sarasota, Fla.  
 Flotilla 2—Sarasota, Fla.  
 Flotilla 3—Sarasota, Fla.  
 Flotilla 4—Sarasota, Fla.  
 Flotilla 5—Sarasota, Fla.  
 Flotilla 1—Fort Myers, Fla.  
 Flotilla 1—Perry, Fla.  
 Flotilla 7—Clewiston, Fla.  
 Flotilla 1—New Smyrna, Fla.  
 Flotilla 2—Fort Lauderdale, Fla.  
 Flotilla 1—Miami, Fla.  
 Flotilla 10—Miami, Fla.  
 Flotilla 11—Miami, Fla.  
 Flotilla 12—Miami, Fla.

Flotilla 8—Tarpon Springs, Fla.

Flotilla 5—St. Marks, Fla.

Flotilla 9—Tallahassee, Fla.

Tampa Battalion, Volunteer Port Security Force.

Miami Battalion, Volunteer Port Security Force.

**Seventh Naval District—Continued.**

- Temporary Reserve Units—Con.
- Mobile Equipment Maintenance Unit—Temporary Reserve—Miami, Fla.
- Flotilla 6—Vero Beach, Fla.
- Flotilla 8—Fort Pierce, Fla.
- Flotilla 9—Stuart, Fla.

**Eighth Naval District:**

- Mobile Battalion, Volunteer Port Security Force—Mobile, Ala.
- Temporary Reserve Unit Afloat—Mobile, Ala.
- Galveston Battalion, Volunteer Port Security Force—Galveston, Tex.
- Temporary Reserve Unit Afloat—Galveston, Tex.
- Temporary Reserve Unit Afloat—Houston, Tex.
- Volunteer Port Security Force—Houston, Tex.
- Temporary Reserve Unit Afloat—Corpus Christi, Tex.
- Mobile City Fire Department—Mobile, Ala.

**Ninth Naval District—Cleveland:**

- Temporary Reserve units:
- Flotilla 1—Charlevoix, Mich.
- Flotilla 2—Charlevoix, Mich.
- Flotilla 5—Green Bay, Wis.
- Flotilla 3—Oconto, Wis.
- Flotilla 2—Buffalo, N. Y.
- Flotilla 3—Buffalo, N. Y.
- Flotilla 4—Buffalo, N. Y.
- Flotilla 5—Buffalo, N. Y.
- Flotilla 6—Niagara Falls, N. Y.
- Flotilla 8—Alcote, N. Y.
- Flotilla 9—Buffalo, N. Y.
- Flotilla 10—Buffalo, N. Y.
- Flotilla 1—Cleveland, Ohio.
- Flotilla 2—Cleveland, Ohio.
- Flotilla 3—Cleveland, Ohio.
- Flotilla 4—Cleveland, Ohio.
- Flotilla 5—Cleveland, Ohio.
- Flotilla 6—Cleveland, Ohio.
- Flotilla 7—Cleveland, Ohio.
- Flotilla 1—Rocky River, Ohio.
- Flotilla 2—Rocky River, Ohio.
- Flotilla 3—Rocky River, Ohio.
- Flotilla 4—Rocky River, Ohio.
- Flotilla 7-05—Cleveland, Ohio.
- Flotilla 7-06—Cleveland, Ohio.
- Flotilla 7-07—Rocky River, Ohio.
- Flotilla 1—Toledo, Ohio.
- Flotilla 2—Toledo, Ohio.
- Flotilla 3—Toledo, Ohio.
- Flotilla 1—Gibraltar, Mich.
- Flotilla 2—Gibraltar, Mich.
- Flotilla 3—Gibraltar, Mich.
- Flotilla 4—Gibraltar, Mich.
- Flotilla 5—Wyandotte, Mich.
- Flotilla 1—Detroit, Mich.
- Flotilla 2—Detroit, Mich.
- Flotilla 3—Detroit, Mich.
- Flotilla 4—Detroit, Mich.
- Flotilla 5—Detroit, Mich.

**Ninth Naval District—Cleveland—Con.**

- Temporary Reserve Units—Con.
  - Flotilla 6—Detroit, Mich.
  - Flotilla 7—Detroit, Mich.
  - Flotilla 1—Grosse Pointe Farms, Mich.
  - Flotilla 2—Grosse Pointe Farms, Mich.
  - Flotilla 3—Mount Clemens, Mich.
  - Flotilla 4—Mount Clemens, Mich.
  - Flotilla 1—Marine City, Mich.
  - Flotilla 2—Harsen's Island, Mich.
  - Flotilla 3—Port Huron, Mich.
  - Flotilla 1—Duluth, Minn.
  - Flotilla 1—Grosse Pointe, Mich.
  - Flotilla 2—Grosse Pointe, Mich.
  - Flotilla 3—Grosse Pointe, Mich.
  - Flotilla 4—Grosse Pointe, Mich.
  - Flotilla 5—Grosse Pointe, Mich.
  - Flotilla 1—Diversey Harbor, Chicago, Ill.
  - Flotilla 2—Wilmette, Ill.
  - Flotilla 3—Montrose Harbor, Chicago, Ill.
  - Flotilla 4—Belmont Harbor, Chicago, Ill.
  - Flotilla 5—Chicago, Ill.
  - Flotilla 7—Diversey Harbor, Chicago, Ill.
  - Flotilla 8—Chicago, Ill.
  - Flotilla 1—Chicago, Ill.
  - Flotilla 2—Chicago, Ill.
  - Flotilla 3—Burnham Park, Chicago, Ill.
  - Flotilla 5—Chicago, Ill.
  - Flotilla 6—East Chicago, Ind.
  - Flotilla 7—Burnham Park, Chicago, Ill.
  - Flotilla 8—Burnham Park, Chicago, Ill.
  - Flotilla 6—Sturgeon Bay, Wis.
  - Flotilla 1—Milwaukee, Wis.
  - Flotilla 3—Waukegan, Ill.
  - Flotilla 7—Milwaukee, Wis.
  - Flotilla 8—Milwaukee, Wis.
  - Volunteer Port Security Force—Duluth, Minn.
  - Volunteer Port Security Force—Superior, Wis.
  - State Law Enforcement Coordinator—State of Illinois.
  - Chicago Police Department—Chicago, Ill.
  - Sanitary District Police—Cook County, Ill.
  - Cook County Sheriff Department—Cook County, Ill.
- Tenth Naval District:**  
San Juan Battalion, Volunteer Port Security Force.
- Thirteenth Naval District:**  
Bureau of Fire, City of Portland, Oreg.  
The Seattle Battalion, Volunteer Port Security Force, Seattle, Wash.

### PLEASURE BOAT OPERATION IN NEW YORK HARBOR IS STILL RESTRICTED

The increase of small boat traffic along the Atlantic coast, resulting from the lifting of most restrictions on the movements of pleasure craft, has brought about a demand for information regarding any special regulations still in effect. One of the areas in which special rules still apply is the port of New York. Because of the great number of small boats owned in the vicinity, and the fact that there is much through traffic from other naval districts, and between the New Jersey coast, the Hudson River, Long Island Sound, and the outer coast of Long Island, the District Coast Guard officer in the Third Naval District has issued the following statement:

Pleasure boat operation is prohibited in the waters of New York Harbor, in order that the movement of war traffic through the harbor may be unimpeded. In exceptional cases, however, special permission may be obtained to pass through these restricted waters if necessary, as on a permanent change of mooring.

Requests for this special permission should be addressed, either in person or by mail, to the Captain of the Port of New York, Barge Office, South Ferry, New York, N. Y., attention of Anchorage and Ship Movement Office. Permission, if granted, will require continuous passage without stops, over a prescribed route, at a designated time, and a three-flag hoist will be assigned, to be flown for identification purposes.

The attention of navigators, making passage between the New Jersey coast or to the south thereof and points in Connecticut or to the north thereof, is invited to the unrestricted route via East Rockaway Inlet, Great South Bay and contiguous waters. The limiting depth on this route at mean low water is 6 feet. The route should not be attempted when the bar is bad at East Rockaway Inlet, as to which inquiry should be made at Manasquan Lifeboat Station or Atlantic Beach Lifeboat Station.

Boats desiring to proceed from the Hudson River to Long Island Sound are required to do so via the Harlem River.

### MANY AUXILIARISTS CONCLUDING SERVICE AS MEMBERS OF TEMPORARY RESERVE

The virtual discontinuance of the activities of the Coast Guard's Temporary Reservists along the Atlantic and Gulf coasts and on the Great Lakes and Mississippi River system makes it practicable to review the accomplishments of these forces. The status of temporary membership in the Coast Guard Reserve was created by act of Congress to serve certain ends, chief of which was the utilization of the vast reservoir of manpower consisting of persons who for physical or other reasons were not likely to be called for active full-time military service.

One of the largest groups of men taken into the Temporary Reserve for part-time and, usually, no-pay duty were members of the Coast Guard Auxiliary. Auxiliary flotillas were in existence in many parts of the country at the beginning of the present war. Somewhat later, Volunteer Port Security Forces were organized in a number of ports, their members too being enrolled as Temporary Reservists. The present account deals chiefly with the Temporary Reservists drawn from the Auxiliary flotillas.

When the United States entered the Second World War, of the yachtsmen of the country over 5,200 were members of the Coast Guard Auxiliary, a nonmili-

tary boating organization created largely for the promotion of safety in the operation of small boats. These men were organized in flotillas, there being one or more of these in over 100 ports of the country. While their membership in the Auxiliary entailed no obligation for military service, the organization nevertheless was formed along military lines, and the experience and training of the members was along lines of great value to a nautical service.

Certain of these men, quite naturally, entered the regular Coast Guard Reserve on a full-time, general-duty basis, as for instance 145 out of about 400 Auxiliarists in the sixth naval district. Some found their way to the larger Coast Guard cutters, on weather patrol, on convoy duty, on the Greenland patrol, and in the western Pacific. Others eventually were detailed to the many types of landing craft which the Coast Guard manned for the other services. The Coast Guard was also prepared for the utilization of Auxiliarists and other yachtsmen and small boatmen who could devote only a part of their time to military service, being the only military service ready to tap this vast supply of manpower. Part-time duty had been envisioned in the program for the utilization of Coast Guard Auxiliary members, and



the Coast Guard had secured suitable authority from Congress in the Auxiliary-Reserve Act of 1941, section 207 of which permitted acceptance of persons for temporary duty. Such members of the Coast Guard Reserve were to have the same status as all other members of the armed forces when actually on duty. The Temporary Reserve made it possible to accept men and women for part-time duty either with or without pay.

The news of Pearl Harbor was only a few hours old when Auxiliaries all over the country, having in mind the possibilities of further surprise attacks, were seeking a means of being of service with their small boats. Many offered themselves and their boats immediately and others only awaited the announcement of a plan.

In San Francisco, Pearl Harbor was literally only a few hours past when the members of the Coast Guard Auxiliary not only offered their services but began their duties. On December 8, 1941, they initiated a patrol of San Francisco Bay, a work which they were to carry out night and day for a period of 3 months. This work was done with privately owned vessels and solely by Auxiliary members. Similarly, the Auxiliary flotillas in Seattle, Portland, Astoria, and other north Pacific ports were immediately activated and put on duty. Not only were residents of the Pacific coast impressed with the imminence of enemy attack, but those on the east coast too. In Florida, Auxiliaries started on December 8, to patrol the harbors of Miami and Port Everglades. In Wilmington, N. C., units from the Auxiliary were on duty before the end of the same month, and there was similar activity in other districts as well. Many of these yachtsmen who were the first to volunteer their services took up patrol duties without even the formality and protection of being sworn in as temporary members of the Coast Guard Reserve. This meant that they were serving as civilians, without pay, as the Auxiliary, of which they were members, was a non-military organization. This lack of military status, however, was not a deterrent, as the record shows. They served as Auxiliaries (civilians) until the program was evolved transferring the men to the Temporary Reserve status.

Another example of this was the situation in the Third Naval District where, at the request of Captain Dempwolf for small vessels which could be put immediately into service, many Auxiliaries responded. The first patrol in offshore waters was inaugurated by a vessel manned solely by Auxiliaries. This occurred in May 1942. From the

outset, these many instances made it apparent that part-time service was both practicable and desirable, and the Navy announced that the recruiting of a part-time duty force but with a definite military status, was to be a Coast Guard function.

Boat procurement, a necessary part of the plan to utilize Auxiliaries on a satisfactory basis, had begun some little time before Pearl Harbor, the Coast Guard already having the legislative authority to accept boats as loans, in the Reserve-Auxiliary Act. This act provided that members of the Auxiliary might offer their boats for wartime service. In the Philadelphia District the first Auxiliary boat to be accepted on this basis was *Joan's Ark*, owned by Mr. and Mrs. J. W. Borden, which was enrolled in July 1941. In this same district, the first boat to enter the service with its owner was the *Buccaneer*, belonging to Robert S. Wynn, of Margate, N. J. Mr. Wynn became a temporary warrant officer.

During the early days of the war, the Coast Guard was developing its Captain of the Port organizations to supervise all water-borne traffic in the important ports of the country, and to guard against sabotage, fires, and all other similar activities which would interfere with the efficient movement of men and materials to the battle fronts. This was one of the first wartime duties delegated to it when it became a part of the Navy. The work which was delegated to the officers appointed for this purpose required large numbers of men and many small boats.

Another need for yachtsmen resulted from the submarine sinkings of late 1941 and early 1942 which brought from the Navy an urgent demand for small boats and additional men to operate offshore under the commanders of the sea frontiers. To the Coast Guard was delegated much of the work of procuring the men and boats for this submarine patrol duty. Immediately a new boat procurement program was inaugurated, the Coast Guard then being in the position of seeking boats for two distinct purposes. This program was announced in the spring of 1942.

When quotas of small boats and men had been set up for each Captain of the Port, recruiting was begun. The provisions of the Coast Guard Reserve Act offered a ready means of building up a fleet of this sort. Boats were taken in as Coast Guard Reserve vessels, and their owners, in many cases, enrolled as temporary members of the Coast Guard Reserve, for a clearly defined type of service. Many of the volunteers for

temporary duties served without pay, offering their services for one or more days per week as their other work permitted, or holding themselves in readiness for such temporary assignments as might materialize in their neighborhood. At times the men served with regular full-time Reservists. This was the beginning of the development of part-time units having a definite military status. The men were enrolled as Temporary Reservists, but were also members of Auxiliary flotillas. These men in most cases, were assigned to Reserve craft making harbor patrols or patrols in the approaches to large ports.

In the vicinity of New York, the first Auxiliaries were taken into the Temporary Reserve were some on the north and south shores of Long Island and on the New Jersey coast, who entered in July 1942. Flotilla members from New York City and nearby points joined the following month. In the South Atlantic States, Auxiliary units were taken into the Temporary Reserve as early as May 1942, when a force at Wilmington, N. C., was ready for duty. Jacksonville, Fla., had men on duty in June of the same year, and Savannah and Brunswick followed in September. Fort Lauderdale Auxiliaries had been doing rescue work in January and February of 1942.

The yachtsmen and small boatmen of the country were to man this fleet, enrolled as temporary members of the Coast Guard Reserve. The Coast Guard sent out its appeal through its Auxiliary flotillas, yacht clubs, the United States Power Squadrons, and similar organizations. Meetings were arranged to outline the program, and soon there was a flood of enrollments, a large number being Auxiliaries.

The new type of service offered special inducements to men not physically qualified for general duty in the Regular Reserve, including greatly relaxed physical requirement, intermittent or part-time duty; service aboard a person's own craft or otherwise; and restriction of service to the immediate objective and locality. This met the express instructions of Admiral King, Commander in Chief, that all available small sea-going craft be enrolled and equipped, and increased the variety of special service of a temporary nature open to Auxiliaries and other yachtsmen. Speedy action in the selection of men and boats was provided by existing authorization for enlistments and commissions in the Temporary Coast Guard Reserve. Men volunteering to serve upon the Sea Frontiers, while on active duty, received the pay and allowances of their rank

or rating. They were not subject to transfer to other duty or to other sections of the country or war zones without their consent. The Coast Guard was spurred on in this recruiting by its knowledge of the submarine sinkings in the vicinity of Cape Hatteras, the Gulf of Mexico, as well as other areas, the extent of which was not generally known to the public.

The first yachtsmen who were taken in performed largely as individuals, for there had, as yet, been no time to perfect an organization of small boats for offshore patrol work. District Coast Guard officers, at the direction of the commandants of the naval districts, accepted boat owners who were well known in their community and already members of the Coast Guard Auxiliary, placed them under oath, and asked, "How soon can you put to sea?" Many of these men provisioned and fueled their boats, obtained crews and left port within a half dozen hours. They carried out patrols in the open sea on stretches of coast where attacks on merchant shipping by enemy submarines had been most numerous. There were two areas on the Atlantic coast where the submarine menace was particularly severe, one of these in the vicinity of New York, the country's largest port; and the other along the southern coast of Florida. Both happened to be areas in which there was a large concentration of privately owned small boats. And in both there had been many volunteers who had made offshore patrols in their own boats with great regularity since the call had first come.

Action in the Seventh Naval District was typical of the response and the procedure in placing volunteers upon submarine patrol. The Palm Beach (Fla.) unit of the Coast Guard Auxiliary was among the first to organize offshore patrols. Here, during 1942, approximately 156 Auxiliaries were enrolled as Temporary Reservists to serve on full-time duty, with pay. These men served during a period when German submarines sunk over 100 merchant vessels along the Florida coast, and when there was little or no naval protection for this part of the coast. They, and other Auxiliaries serving in their own boats in the same region, rescued over 500 merchant seamen and salvaged large quantities of oil in drums from torpedoed tankers. These men were disenrolled in December 1942, when this type of enrollment was abolished, a number then entered the regular full-time Reserve, while others continued their boat work as part-time Reservists without pay. Later a Flotilla took over Port Security work in the area,

and manned watch towers along the beaches.

As the Navy was able to build or otherwise procure small craft, and to train regulars for the submarine patrol work under the commanders of the sea frontiers, volunteers were gradually withdrawn from this work. Their boats, hardly suited to prolonged operations of this character, were returned to their owners or placed in less arduous service under the Captains of the Port.

While the Coast Guard was enrolling men and boats for antisubmarine duty offshore, its Captain of the Port organizations were developing steadily and the duties were becoming more clearly defined. In all the large ports of the country, and in many other areas as well, restrictions had been placed upon the movements of all vessels, large and small, in order to reduce to the minimum the possibility of sabotage, and the danger of fire, explosion, or other intentional or accidental damage. The issuing of movement licenses for various types of traffic, and other requirements, meant that the Coast Guard had to board and inspect thousands of vessels daily. Small boats were used to perform the patrols and inspections which the wartime regulation required.

The patrols were becoming well organized. The crews who manned these vessels and conducted the inspections, in the uniform of the Coast Guard, were largely regular Reservists, but these would soon be leaving for more arduous duties overseas, as the Coast Guard saw the possibilities of gradually replacing them with part-time Reservists, the bulk of which were Auxiliarists. This part-time harbor patrol work was developing into an important field for the yachtsmen. In some naval districts, a certain amount of this work was in the open sea, but for the most part it was confined to harbors and harbor approaches, including the rivers leading to important ports.

By this time a fairly definite pattern had been developed for the utilization of part-time volunteers. The periods of the service had been largely standardized at 12 hours per week of actual duty, with such additional time for training as might be necessary. In most ports, the hours of duty were from 6 in the morning to 6 at night or from 6 at night to 6 the following morning, there of course being exceptions to this rule. Under such a plan 14 "crews" with a few additional men as spares, could perform a given function on a 24-hour-a-day, 7-day-a-week basis. While differences in local conditions had dictated many variations in the Temporary

Reserve pattern, in most ports, patrol of the water was being accomplished by Temporary Reservists recruited largely through the Auxiliary, while patrol of the shore was in the hands of Temporary Reservists recruited as members of Volunteer Port Security Forces.

In the First Naval District, embracing the New England coast as far south as Rhode Island, large numbers of Temporary Reservists were recruited but all of these had their origin in Auxiliary flotillas. In Maine there were groups at Southwest Harbor, Bangor, Rockland, Boothbay Harbor, Biddeford Pool, Popham Beach, and York Harbor. There was a unit at Portsmouth, N. H., and in Massachusetts groups at Newburyport, Salem, Gloucester, Scituate, Brant Rock, Plymouth, Eastham, Hull, Truro, Provincetown, Nantucket, Vineyard Haven, and New Bedford. In Rhode Island units were formed at Newport, Providence, Little Compton, and Narragansett. In the Fourth Naval District which includes the approaches to the port of Philadelphia, there were also large numbers of Auxiliarists organized as Temporary Reserve units. In the Fifth Naval District, Baltimore and other ports utilized many Auxiliarists. In the Sixth Naval District, Auxiliary Temporary Reservists were organized in Jacksonville, Savannah, Wilmington, Brunswick, Charleston, and elsewhere. Upon the Great Lakes most Temporary Reservists were recruited through the Auxiliary, and on the Mississippi River all units were of that origin.

Upon the Pacific coast at the present time, the Temporary Reservists in the Eleventh Naval District are organized as Volunteer Port Security Forces, but consist entirely of members of the Auxiliary.

In many instances, the entire memberships of an Auxiliary flotilla would elect to join the Temporary Reserve. Officers would be appointed for the new unit, and it would be ready for duty under a Captain of the Port. While such a group would thus acquire an entirely new status, its Auxiliary flotilla name frequently remained in use. In the First Naval District, examples of this were Flotilla 505 of Dorchester, and Flotilla 503 of Quincy, Mass., and Flotilla 717 in East Greenwich, R. I. In cases where some members of a flotilla did not join the Temporary Reserve, they remained inactive, and Auxiliary activity as such was suspended.

Probably unique among the Auxiliary flotillas the members of which are on active duty as a Temporary Reserve unit is Flotilla 1-412, in the First Naval Dis-

trict, operating in Boston Harbor. This unit at the peak of its activity had a complement of 650 men, which had been reduced by VE-day to 475 members. It was organized in two parts, one performing the duties of guarding shore installations, and the other operating patrol boats. Through the courtesy of a private organization, the unit had its own base in East Boston. From this base about half of its membership guarded the Boston and Albany Railroad docks nearby on a 24-hour-a-day basis, and at an earlier date had been engaged in beach patrol at Revere.

The boat unit from this flotilla first performed taxi service in Boston Harbor, with Coast Guard or Coast Guard Reserve boats. Later its personnel were assigned to the Boston Lifeboat Station. This station, the only one of its kind on the Atlantic coast, was a large barge which in peacetime was moored off one of the most popular of the city's beaches for lifesaving purposes. It was moored in a new position close to the main ship channel where it served as an examination vessel for craft under way inside the submarine nets. While the lifeboat station was headed by regulars, it was largely manned by the Temporary Reservists.

The work of these Reservists has varied from time to time, but has included the sealing of radios, deck watch, radio watch, and the manning of small boats used in boarding duties. Actual boarding of some craft was done by regular personnel, but all fishing boats were boarded by Temporary Reservists. The Temporary Reservists assigned to the floating lifeboat station operated 14 crews of 12 hours each. These groups between May 1943 and April 1945, boarded over 17,000 vessels.

There was a wide variation in the duties of the Temporary Reservists engaged in boat patrol work. In California, members of the San Rafael Auxiliary Flotilla furnished a daily patrol of a ship degaussing area for a 5-month period in 1943. After a Navy plane with high-ranking officers aboard had been damaged by striking driftwood in San Francisco Bay, local Auxiliaries participated in driftwood clean-up patrols. On the Ohio River, in the heart of the steel districts, volunteers established and maintained patrols of the Emsworth and Dashiell locks and dams.

Temporary Reservists of the Coast Guard, having their origin in the Auxiliary, increased very rapidly in 1944. In January of that year, there were only 15,000 on active duty in the entire coun-

try, but by June there were over 22,000, and the peak was reached in September when there were 24,700 on active duty. On the Pacific coast, enrollments in the Temporary Reserve have continued to increase so far this year, but on the Atlantic coast units are gradually being placed on an inactive status.

### COAST GUARD CELEBRATING 155TH ANNIVERSARY OF ITS FOUNDING

*(Continued from page 19)*

#### ORIGIN OF THE COAST GUARD

Upon the founding of the new Republic in 1789, the infant Treasury Department was attempting to finance the newly organized Federal Government largely through the levying of customs duties upon imports. These imports arrived almost exclusively by ship, and the customs were collected only when ships entered port where there was a customhouse and they could be unloaded under Government supervision. Such naval vessels as had served during the Revolution were being rapidly decommissioned, leaving almost no Government vessels on the already extensive coastline. Evasion of the customs laws was common under such circumstances, for there was no means of enforcement. The conditions required just such an organization as the Coast Guard. Cutters under the direction of the collectors of customs would insure that all vessels entered and cleared through designated ports where duties would be collected. Other maritime laws were in need of enforcement and a general policing of the coast was required. Shipping also stood in need of occasional assistance, for there was work to be done in the saving of life and property.

The establishment of a fleet of ships of some sort was in the mind of Congress when the first act regarding the collection of the revenue was passed in 1789, for one of the duties of the surveyors which were to be appointed for each port under this act was "the employment of the boats which may be provided for securing the collection of the revenue." Alexander Hamilton earned his title as the "father" of the Revenue Marine by submitting to the House of Representatives as early as April 22, 1790, a report on the operation of the revenue act, in which he pointed out the necessity for the establishment of a fleet of small and swift vessels to assist in securing the revenue. He proposed that 10 boats be procured at a cost of \$1,000 each, the

annual cost of maintenance being estimated at \$18,560.

The result of Hamilton's recommendations was embodied in the act of August 4, 1790.

The act, taking up many pages of the statutes at large, was an act providing more effectually for the collection of the duties imposed by law on goods, wares, and merchandise imported into the United States, and on the tonnage of ships or vessels. First mention of the Revenue Marine is to be found in section 31 containing the following wording "And be it further enacted, That it shall be lawful for all collectors, naval officers, surveyors, inspectors, and the officers of the revenue cutters hereinafter mentioned \* \* \*"

The actual authorization of the Revenue Marine comes in sections 62 and 63 of the same act, which read as follows:

And the better to secure the collection of said duties.

"Sec. 62. *Be it further enacted*, That the President of the United States be empowered to cause to be built and equipped, so many boats or cutters, not exceeding 10, as may be necessary to be employed for the protection of the revenue, the expense whereof shall not exceed \$10,000, which shall be paid out of the product of the duties on goods, wares, and merchandise, imported into the United States, and on the tonnage of ships or vessels.

"Sec. 63. *And be it further enacted*, That there shall be to each of the said boats or cutters, one master, and not more than three mates, first, second, and third, four mariners, and two boys; and that the compensations and allowances to the said officers, mariners, and boys, respectively, shall be, to the master \$30 per month, and the subsistence of a captain in the Army of the United States; to a first mate \$20 per month, to a second mate \$16 per month; to a third mate \$14 per month; and to each mariner and boy the same ration of provisions which is or shall be allowed to a soldier in the said Army. The said allowances for subsistence to be paid in provisions or money at the contract prices, at the option of the Secretary of the Treasury.

"Sec. 64. *And be it further enacted*, That the officers of the said boats or cutters shall be appointed by the President of the United States, and shall respectively be deemed officers of the customs, and shall have power and authority to go on board of every ship or vessel which shall arrive within the United States, or within 4 leagues of the

coast thereof, if bound for the United States, and to search and examine the same and every part thereof, and to demand, receive, and certify the manifests hereinbefore required to be on board of certain ships or vessels, and to affix and put proper fastenings on the hatches and other communications with the holds of ships or vessels, and to remain on board the said ships or vessels, until they arrive at their places of destination.

"Sec. 65. *And be it further enacted*, That the collectors of the respective districts may, with the approbation of the Secretary of the Treasury, provide and employ such small open row and sail boats in each district, together with the requisite number of persons to serve in them, as shall be necessary for the use of the surveyors and inspectors in going on board of ships and vessels and otherwise, for the better detection of frauds; the expense of which shall be defrayed out of the product of duties."

#### LEGAL DESIGNATION AS PART OF NAVY

Operation of the Revenue Marine continued for several years under the original authorizing act, but in 1799 Congress placed upon the statute books a new act to regulate the collection of duties on imports and tonnage. This act, dated March 2, contained several sections pertaining to the Revenue Marine. It confirmed the original authority, again specified the number of officers and men with which the cutters were to be manned, and provided for the victualling of the ships by contract. Also included, as section 98, was the following most important clause: "Provided, That the said revenue cutters shall, whenever the President of the United States shall so direct, cooperate with the Navy of the United States, during which time, they shall be under the direction of the Secretary of the Navy, and the expenses thereof shall be defrayed by the agents of the Navy Department."

What was probably the first specific assignment of a duty to the Revenue Marine, other than those of customs enforcement for which the service was originally organized, was that respecting the quarantine laws. On February 25, 1799, Congress had passed an act regarding quarantines and restraints imposed by the health laws of the States. This act provided that all laws of this sort were to be observed by the revenue cutters and that such vessels should aid in the execution of such quarantines and health laws.



The suppression of the slave trade also brought additional duties to the Revenue Marine. The act of Congress of May 10, 1800, entitled "An act in addition to the act entitled 'An act to prohibit the carrying on the slave trade from the United States to any foreign place or country,'" forbid citizens to own an interest in or to serve aboard vessels engaged in the slave trade. The act of March 2, 1807, prohibited the importation of slaves into the United States. With these acts upon the statute books, it was quite natural to expect that the Revenue Marine would be called upon to assist in enforcement, and such duty was actually assigned by the act of March 3, 1819, which authorized the President to employ the revenue cutters for this purpose whenever he deemed this expedient.

#### THE ACT CREATING THE PRESENT COAST GUARD

CHAPTER 20. An act to create the Coast Guard by combining therein the existing Life-Saving Service and Revenue Cutter Service.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there shall be established in lieu of the existing Revenue Cutter Service and the Life-Saving Service, to be composed of those two existing organizations, with the existing offices and positions and the incumbent officers and men of those two services, the Coast Guard, which shall constitute a part of the military forces of the United States and which shall operate under the Treasury Department in time of peace and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct. When subject to the Secretary of the Navy in time of war the expense of the Coast Guard shall be paid by the Navy Department: *Provided*, That no provision of this act shall be construed as giving any officer of either the Coast Guard or the Navy, military, or other control at any time over any vessel, officer, or man of the other service except by direction of the President.

SEC. 2. That in the Coast Guard there shall be a captain commandant, senior captains, captains, first lieutenants, second lieutenants, third lieutenants, engineer in chief, captains of engineers, first lieutenants of engineers, second lieutenants of engineers, third lieutenants of engineers and constructors, cadet and cadet engineers, warrant officers, petty officers, and other enlisted men, all of

said offices, respectively, corresponding to the present offices of the Revenue Cutter Service, which are transferred to the Coast Guard, and all the present incumbents, officers and enlisted men, are also transferred to corresponding positions in the Coast Guard; a general superintendent, assistant general superintendent, district superintendents, keepers, and surfmen, which offices and positions shall be transferred from the corresponding positions in the existing Life-Saving Service and be made like positions in the Coast Guard, and all the incumbent officers and surfmen shall be transferred to such corresponding positions in the Coast Guard, in which the superintendents shall be commissioned as such, keepers shall be warrant officers, and surfmen shall be enlisted men, of which enlisted men the number one surfmen shall be petty officers.

Except as herein modified all existing laws relating either to the present Life-Saving Service or the present Revenue Cutter Service shall remain of force as far as applicable to the Coast Guard and the offices, positions, operations, and duties shall in all respects be held and construed to impose the same duties upon the positions and their incumbents in the Coast Guard as are now imposed upon the corresponding positions and incumbents in the said two existing organizations. The provisions of the act entitled "An act to regulate enlistments and punishments in the United States Revenue Cutter Service," approved May twenty-sixth, nineteen hundred and six, shall apply to and govern the Coast Guard.

All duties now performed by the Revenue Cutter Service and Life-Saving Service shall continue to be performed by the Coast Guard, and all such duties, together with all duties that may hereafter be imposed upon the Coast Guard, shall be administered by the captain commandant, under the direction of the Secretary of the Treasury, and all funds and appropriations now provided by law for the Revenue Cutter Service and all funds and appropriations now provided by law for the Life-Saving Service shall be available for like purposes under the Coast Guard hereby created.

SEC. 3. \* \* \*

SEC. 4. \* \* \*

SEC. 5. \* \* \*

SEC. 6. \* \* \*

SEC. 7. That all acts or parts of acts inconsistent herewith are hereby repealed.

Approved, January 28, 1915.

### NEW EXPLOSIVES HANDLING PUBLICATION IS ISSUED BY THE NAVY

The Navy has just issued a new publication entitled "Shipboard Ammunition Handling," copies of which the Coast Guard is securing for distribution to its own personnel. This is a publication of 16 chapters dealing with the handling of ammunition aboard combat vessels. The information which it contains is also of value to those engaged in the handling and transportation of explosives on noncombat vessels, although the book was not prepared for that purpose.

The various chapter heads are a clear indication of the contents of this new publication. They are: Explosives; Navy Gun Ammunition; Small Arms and Trench Warfare; Bomb Type Ammunition; Pyrotechnics and Chemical Ammunition; Rockets; Ammunition Requisitions; Records and Reports; Ammunition Handling; Maintenance and Salvage of Ammunition; and Safety Orders, Precautions, and Instructions.

### NORTH AMERICAN-CARIBBEAN EDITION OF NOTICE TO MARINERS NOW ISSUED

A special North American-Caribbean edition of the weekly "Notice to Mariners," prepared jointly by the United States Coast Guard and the Hydrographic Office, is now being issued provisionally, the first number bearing the date of July 5, 1945. Limited to the area indicated in the title, the new publication will be about half the thickness of the regular edition, but identical in content for the areas covered. The special edition should be distributed 3 or 4 days before the complete edition, as printing and processing will take only half the time. This special edition should serve the needs of vessels operating solely in the North American-Caribbean area, and may occasionally be useful to foreign-going ships leaving port prior to the distribution of the regular edition.

All known foreign-going merchant vessels and all naval vessels will continue to receive only the complete "Notice to Mariners." Individual copies of the special edition should be obtained locally if needed. Vessels and addressees whose needs, as indicated by Coast Guard and Hydrographic Office records, will be met by the special edition, will receive copies of both editions for 2 weeks. Afterwards, only the North American-Caribbean edition will

be sent unless request for the complete edition is made.

### THE REVENUE MARINE IN 1849

The official register of all officers and agents, civil, military, and naval, of the United States, for the year 1849, lists the officers of the Revenue Marine, states their salaries, and names the vessels then in service. At that time, 16 captains were compensated at the rate of \$1,200 per year, 16 first lieutenants received \$900 a year, and like numbers of second and third lieutenants received, respectively, \$860 and \$790 per year.

Many of the Coast Guard cutters which have become famous in the present war carry names long in use in the service, as is indicated in the following list of vessels of 1849.

#### VESSELS AND THEIR STATIONS

<i>Alert</i> (laid up)---	Eastport, Maine.
<i>Hamilton</i> -----	Boston, Mass.
<i>Jackson</i> (laid up) -	Newport, R. I.
<i>Morris</i> -----	New York, N. Y.
<i>Polk</i> -----	New York, N. Y.
<i>Forward</i> -----	Wilmington, Del.
<i>Madison</i> (laid up) -	Baltimore, Md.
<i>Campbell</i> -----	Norfolk, Va.
<i>Crawford</i> -----	Charleston, S. C.
<i>Wolcott</i> (laid up) -	Mobile, Ala.
<i>Duane</i> -----	New Orleans, La.
<i>Lawrence</i> -----	San Francisco, Calif.
<i>Ingham</i> -----	Erie, Pa.
<i>Harrison</i> -----	Oswego, N. Y.
<i>Dallas</i> -----	New York, N. Y. (altering).
<i>Veto</i> (boat)-----	Castine, Maine.
<i>Revenue boat</i> -----	Key West, Fla.

### SMALL GROUPS AGAIN SOUGHT FOR AVIATION RADIOMAN TRAINING SCHOOL

Headquarters is seeking men for its recently reestablished aviation radio school operated at the Coast Guard Air Station, San Diego, Calif., although the number of students which can be accommodated is small. Classes were resumed at this school on 16 July, and additional groups of 20 men each will enter every 4 weeks. Applications should be forwarded to headquarters with Form NavMed Av-1.

General requirements for the school are: Men must be radiomen and be second-class petty officers or below, who have had at least 6 months sea duty or have completed a tour of foreign duty; must have a high-school education or equivalent; must not be over 28 years of age; and must meet requirements of Personnel Bulletin No. 97-43. Gradu-

ates of this school will receive a change of rating to ARM3c. Radiomen afloat are encouraged to submit applications; however, in cases where relief is needed, assignment to school is contingent on availability of replacement.

Aviation radiomen trainees must meet the physical requirements for combat aircrew. They must meet the requirements for general service and the following additional requirements: Maximum weight allowed is 200 pounds; maximum height is 72 inches; blood pressure shall not persistently exceed 150 millimeters of mercury, systolic, or 90 millimeters, diastolic; there shall be no abnormality which interferes with the wearing of goggles or the use of the eyes while in flight; vision shall not be less than 20/20 in each eye, unaided by glasses; accommodation shall not be less than 3 diopters in each eye unaided by glasses; Eustachian tubes must be patent; there shall be no evidence of manifest or latent disease of the middle ear or of accessory sinuses of the face and head; nasal obstruction shall not exceed 50 percent of total ventilation on either side (anatomical deformity not transitory turgescence); the individual must be free from disease of the central nervous system and free of evidence of emotional instability; normal equilibrium must be present on the selfbalancing test; clear diction is required; color vision shall be normal; and depth perception shall be not more than 30-mm. average on five readings.

#### COAST GUARD ADOPTS EVE METHOD OF ARTIFICIAL RESPIRATION

"Artificial Respiration" is the title of a new publication of the Coast Guard which has just been issued. This 7-page illustrated pamphlet treats of two methods of resuscitation, the "Schaefer Prone Pressure Method," long used in the Coast Guard, and the "Eve Method." Casualties to ship and aviation personnel have heightened the interest of the armed services in the clinical aspects of existing methods of artificial respiration, and a study has been made of reports of hundreds of case histories. The present publication makes available a concise description of two methods, both of which are looked upon as effective.

The introduction to the new pamphlet states that the Eve method of artificial respiration has been adopted for use in the Coast Guard because of its advantages over other methods. Any untrained man can assist after watching

its application only a few moments to pick up the rhythm of the method. There is a greater amount of ventilation in the lungs. One man with the aid of a fulcrum and litter, or board, can use this method. Its disadvantage is that it requires some equipment. The Schaefer method should be used until the necessary equipment is procured to permit the use of the Eve method.

#### THE EVE METHOD

The Eve method of artificial respiration makes use of the weight of the abdominal organs alternately to push and pull the diaphragm up and down in the manner of a piston and consists of rocking the victim securely lashed to a litter or board over a fulcrum. It is easy on the victim, less tiring to the operator, and requires less skill. Its disadvantage is the fact that it requires some apparatus, namely a litter, or board, and fulcrum.

1. The victim is laid face downward on a litter or board, with arms outstretched.

2. The ankles and wrists are secured to the litter, or board.

3. The litter, or board, is placed on a fulcrum.

4. The litter, or board, is rocked at 10 double rocks a minute with a tilt each way of 45° to 50°.

5. In resuscitating an apparently drowned person the first head-down tilt should be maintained until no more water drains from the stomach or lungs.

6. Continue until normal breathing is restored or until the victim is pronounced dead by a medical officer.

7. The victim should be kept warm.

8. When artificial respiration has been started, the treatment as for shock should be instituted.

#### FIRST COAST GUARD LEAGUE CHARTER IS ISSUED TO WASHINGTON VPSE

The first charter for a local unit of the new Coast Guard League has been issued to the Washington (D. C.) Battalion Chapter, composed of members of the Volunteer Port Security Force which operated under the Captain of the Port in the capital and was but recently placed on an inactive status. Chapter No. 1, the affairs of which are still being managed by an organizing committee, has prepared its bylaws, and expects to appoint a nominating committee at its next meeting. An election of officers will follow the report of the nominating committee.

### THE COAST GUARD LONG FAMILIAR WITH ALASKA

Activities of the Coast Guard in Alaska during the present war were facilitated by many years of cruising in these waters by cutters of the service. Classical example was the old revenue cutter *Bear* and her famous cruise made for the relief of a number of whaling vessels trapped in the Arctic ice in the winter of 1897. Cutters were detailed to cruise in Alaska waters as a regular peacetime function of the Coast Guard, and prior to the war, during the period from April to November, the Bering Sea Patrol was based at Unalaska, its vessels cruising westward to Attu, northward to Point Barrow, and eastward to Naknek at the head of Bristol Bay and to Seward on the Gulf of Alaska coast. This patrol was composed of from one to five vessels, the maximum number being present between May and August and then diminishing to one large cutter about October 1. This vessel remained in the Bering Sea until the last commercial vessel left the sea.

### INFORMATION ON VOTING BY MILITARY PERSONNEL

*General information.*—The following elections at which servicemen will be permitted to vote by State absentee ballot will be held during the period from 1 September to 31 December 1945. Unless otherwise indicated, eligible servicemen, members of the merchant marine and certain attached civilians may apply for an absentee ballot by mailing at any time the postcard application (USWBC Form No. 1) which may be secured from the voting officer. Executed ballots must be received by election officials by election day in order to be counted (unless otherwise indicated).

**CONNECTICUT.**—General municipal elections will be held in most cities and towns throughout Connecticut on 1 October 1945. At these elections, city and town officers will be elected. General municipal elections will also be held in the following cities and towns on the dates indicated: 10 September—New London; 2 October—Colchester; 6 November—Bridgeport, Hartford, New Haven, Waterbury; 4 December—Meriden. Executed ballots in the case of elections held on 1 October must be in the hands of local officials by 1200 on 1 October. In all other elections executed ballots must be in the hands of local officials by 1800 of the day preceding the election.

**ILLINOIS.**—A special congressional election will be held on 6 November 1945,

in the Twenty-fourth Congressional District comprised of the following counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne, and White. At this election a Representative in Congress will be elected to fill the present vacancy.

A general election will be held on 6 November 1945, in the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Massac, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash, and Williamson. One county commissioner will be elected from each county.

**MASSACHUSETTS.**—Municipal elections will be held on various dates in November and December in cities and municipalities in Massachusetts. Towns and cities holding elections and the dates of such elections are as follows: 6 November—Boston, Cambridge, Chicopee, Everett, Fall River, Fitchburg, Gardner, Leominster, Lowell, Lynn, Marlborough, Medford, Newton, Pittsfield, Quincy, Somerville, Springfield, Waltham, Westfield, Worcester; 13 November—Chelsea, Malden, Melrose, New Bedford, Peabody, Woburn; 4 December—Brockton, Gloucester, Haverhill, Holyoke, Newburyport, Northampton, Salem, Taunton; 11 December—Lawrence, North Adams, and Revere.

**MICHIGAN.**—A municipal general election will be held in the city of Detroit on 6 November 1945. At this election a mayor, city clerk, city treasurer, councilmen, and constables will be elected.

**NEW JERSEY.**—A general State election will be held in New Jersey on 6 November 1945. In all counties, members of the general assembly and various county and local officials will be elected. In addition, State senators will be elected in Burlington, Cape May, Hunterdon, Middlesex, Passaic, and Sussex Counties.

**NEW YORK.**—A general election will be held in New York on 6 November 1945, for mayors and other officials of cities (including New York City), towns, and counties. In addition, certain Justices of the Supreme Court will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by election officials before 1200 on 5 November 1945, in order to be counted.

**OHIO.**—A general election for city, village and township officials and members of boards of education will be held throughout Ohio on 6 November 1945. Executed ballots must be received by

election officials by 1200 on 6 November 1945, in order to be counted.

PENNSYLVANIA.—A general election will be held in Pennsylvania on 6 November for municipal, town, and county officials. In addition, two Justices of the State Superior Court will be elected. Executed ballots must be received by the county board of elections not later than 1000 on 6 November 1945.

VIRGINIA.—A general election will be held in Virginia on 6 November 1945. At this election the Governor, Lieutenant Governor, Attorney General, Members of the House of Delegates, and certain local officers will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by 3 November 1945, to be counted.

## THE COAST GUARD WAR BOND PROGRAM

The monthly figures on total percentages of war bond allotments in the naval services again show an increase. This time Coast Guard pulled ahead to pass Navy by 1.7 percent. The standings on June 30 were as follows:

Navy .....	55.9
Marine Corps .....	61.0
Coast Guard .....	57.6

Headquarters is proud indeed to report the results of the 4 July 1945 Independence Day "Extra" Cash Sale, which marked the last cash sale in which the naval services will participate. Total sales by districts amounted to \$7,703,428.60. This is \$2,375,522.85 more than the record made in the 7 December 1944 sale. There could be no more conclusive evidence that Coast Guard personnel are determined to wisely make their money work now for our country and at the same time provide financial security for the future.

Total cash sales by districts are as follows:

1st NavDist .....	\$64,894.35
3d NavDist .....	864,650.75
4th NavDist .....	739,843.75
5th NavDist .....	610,286.50
6th NavDist .....	80,042.00
7th NavDist .....	508,543.00
8th NavDist .....	917,512.00
9ND, Cleveland .....	315,518.75
9ND, St. Louis .....	459,003.50
11th NavDist .....	563,843.25
12th NavDist .....	853,417.00

13th NavDist .....	1,685,304.25
14th NavDist .....	12,656.25
17th NavDist .....	27,913.25

The July issue of the Coast Guard Bulletin announced the future award of a fine pair of Japanese binoculars to the holder of the lucky bond number at headquarters bond sales. At an appropriate ceremony in the office of the Assistant Commandant on 11 July 1945, Commander Jacob Rosenberg, the donor of the binoculars, drew the lucky bond number. The winner was Lt. Darus Westmoreland of Headquarters Communications Division, a generous contributor to the cash sale and a most deserving owner for the prize.

Since district reports are not complete on per capita sales, no announcement can be made regarding the leading Auxiliary and VPSF awards. These will appear in the next issue of the Bulletin.

Inasmuch as this marks the last cash sale in which the naval services will participate, the effort from now on will be concentrated on monthly war bond allotments. All of you know that the Secretary of the Navy's goal for allotment participation in all naval services is 90 percent. The Coast Guard's goal for the year 1945 is 75 percent, which demands a continued, active drive for allotments in the continental limits, as the organization of the floating units will take time to develop, and this group, we believe, will bring the Coast Guard total up to the hoped-for 90 percent.



